The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, occurring in the industrial, legislative and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

Entered as second-class matter September 20, 1912, at the Post-Office at Washington, D. C., under the Act of August 24, 1912. Acceptance for mailing at special rate of postage provided for in Sec. 1103, Act of October 3, 1917, authorized July 11, 1918.

AGITATE! EDUC[illegible] OR[illegible]

VOL. 12, NO. 43. WASHINGTON, D. C., SATURDAY, JANUARY 13, 1923. WHOLE NO. 614.

"SELECTIVE IMMIGRATION" IS NOT PRACTICAL

Cheap labor advocates want immigrants selected at the point of their embarkation, and have the United States set up examining boards to sift out the type of labor best suited for monopolized industry. This alluring scheme is referred to as a "constructive program."

Before immigrants could be examined at their point of embarkation the commercial treaties with these nations would have to be revised.

These treaties minutely enumerate the duties of United States consuls. Before the United States could authorize its consuls to examine these immigrants or set up other examining boards the permission of the nations affected would have to be secured. This means a revision of treaties, for the United States or no other nation would permit another country to set up a board with such sweeping powers without its consent.

A treaty is not revised just for the accommodation of one of the parties. Nations talk altruistic, but this is diplomacy. They act differently.

Hard bargains are demanded in treaty making or treaty revision, and it can not be conceived that any foreign nation would agree, out of the goodness of its heart, to change a treaty so this country could secure its physically fit common labor and keep out the less physically fit.

These foreign countries would demand an equivalent for their concession, possibly a voice or some authority on immigration to the United States. To grant this request would mean that the United States would surrender its sovereignty on immigration. To state this possibility brings the whole question of "selective immigration" crashing to the ground.

It was recently declared by the chairman of the house committee on immigration that "lecturers and representatives of chambers of commerce and manufacturers' associations cease talking about 'selective immigration' until they understand this question."

Cheap labor advocates formerly posed as humanitarians. They wanted to "extend the blessings of American democracy to the world's oppressed." This attitude appealed to idealists and sentimentalists, who were always trapped by reaction's patriotic phrases.

These employers have abandoned this policy. Now they frankly demand strong backs and illiterates. They make a sharp distinction between requirements for admission and for naturalization.

This is a summary of the position these employers now hold: "Abolish the literacy test. We don't need workers who can read. Only ignorant workers are contented, and that's the kind we want. It is none of our concern if the government would Americanize these immigrants. What we want is cheap, ambitionless labor; not American citizens."

This campaign is being directed by the national association of manufacturers, which declares that the government should "register, distribute, educate, and otherwise supervise the alien during the period of his alienage."

This period of alienage will be forever, as far as the employers are concerned, as it suits their purpose to have the alien registered and distributed by the government.

These employers are not backward in their demands. They want the government to maintain a steady stream of strong backs and illiterates flowing into this country that the wages of common labor and semi-skilled will be set by the freshly arrived immigrant from southeastern Europe.

The workers of northern Europe are not wanted. They can read and think. They refuse to be fodder for the industrial machine. They are not coming to the United States, as is shown by the unfilled quotas under the 3 per cent law. They are aware of the merciless exploitation of these employers, their union-smashing policy, their spies, their gunmen, their subsidized press to arouse popular fury against workers on strike, their injunction judges and government aid to break strikes.

The northern European worker knows these things, and is not coming to the United States. That is why a drive is being made for illiterates in the Balkan section of Europe who are willing to exchange masters in their life of serfdom.

SUBSIDY WOULD AID LUXURY AND WEALTH

Washington, Jan. 13.—In an attack on the ship subsidy Senator Sheppard showed that under this bill the largest subsidies would be given to luxurious passenger vessels, "designed mainly for the accommodation of the wealthier classes, the pleasure seekers, the tourists, the globetrotters, the moneyed idlers, the feasters and revelers of America's vulgar, dollar-worshipping aristocracy."

"It was recently announced," continued the speaker, "that eastern capitalists were preparing to construct, with the enormous financial aid they would receive under this bill in the event it became law, two passenger liners eclipsing in size and speed anything the world has yet beheld; liners 1,000 feet long and of 70,000 gross tons each; liners that would make the Majestic and the Leviathan look like canal boats. It has been estimated that these ships would get about $4,000,000 a year basic subsidy under this bill, or twice that amount if the board should so allow, the board having the power to double the basic grants.

"An expert of the shipping board testified at the hearings that the Leviathan would get $900,000 a year in basic subsidy from the treasury under this bill, and the subsidy could be doubled if the board should so desire. On the other hand, ordinary cargo vessels, such as make up the bulk of the present shipping board fleet and such as carry most of the world's commerce, including farm products, would receive only a few thousand dollars each per annum."

JUSTICE (?) IS CHEERED.

Los Angeles, Cal., Jan. 13.—On the conviction of eight railroad employes, who refused to handle trains with defective equipment out of Needles, Cal., the Los Angeles Citizen, local labor paper, made this comment:

"It is hardly necessary to state that no railroad manager has been placed on trial for forcing the trainmen to operate unsafe rolling stock. But the engineers, firemen and brakemen who refused to run the trains will feel the heavy hand of the government next Tuesday. Three cheers for justice!"

Later the eight workers were fined a total of $9,800. The various press agencies repeated their slanders that these workers deserted their trains on the desert and caused hardships to men, women and children.

Every newspaper in the land knows—or should know—that the trainmen refused to take the trains out of Needles, Cal., a town of more than 4,000 population, and equipped with every modern convenience of towns of that size.

In no case was reference made to defective equipment, or was the Santa Fe railroad taken to task for using equipment that endangers the lives of passengers and employes.

SUBSIDY EXPOSED AGAIN.

Washington, Jan. 13.—How can men talk of the high cost of building American vessels, when they will get vessels from the shipping board at 15 cents on the dollar? asks Congressman Robsion of Kentucky.

"No one contends," he said, "that the persons who buy our ships will pay more than 15 cents on the dollar of the cost; and, of course, this knocks out the question of high cost, and it has been shown that a British ship of equal size with an American ship pays practically the same wages as an American ship, and whatever sum we vote for a ship subsidy will benefit the American shipper but little, if anything. Railroad rates are so high that they have crippled many industries of this country."

STANDARDIZE INDUSTRY.

New York, Jan. 13.—A record for industrial standardization was made in 1922, according to Albert W. Whitney, in a review of the 1922 report of the American engineering standards committee.

The committee is a federation composed of national technical societies, six departments of the federal government and the principal trade associations. The efforts to develop national safety codes, which have been under way for a number of years, began for the first time to bear fruit.

MORE MATERNITY DEATHS

Washington, Jan. 13.—Maternity deaths were more numerous per unit of population in the United States birth registration area in 1920 than in any foreign country for which figures were available, according to the annual report of Miss Grace Abbott, chief of the Un[illegible] States children's bureau. Mortal[illegible] among infants has decreased, she [illegible] five other countries reported [illegible]

[illegible] DROP DEMANDS.

[illegible] 13.—It is stated that [illegible] have withdrawn their [illegible] decreases before the a m[illegible]. This movement [illegible]tion employes.

PRODUCTION COSTS IS "TRADE SECRET"

Washington, Jan. 13.—The District of Columbia court of appeals has upheld the district supreme court's refusal to sustain the federal trade commission's demand that a score of independent steel companies give reports monthly on their production costs and other information.

The federal trade commission endeavored to acquaint the public with costs of manufacturing the various commodities. The plan seemed reasonable, as the living costs of workers have been probed down to the last fraction of a cent.

The decision means that unless the commission can induce the United States supreme court to reverse the court of appeals, production costs will remain a secret.

The coal barons recently defeated the commission's attempt to secure production costs. In the Maynard case the court held that there is a difference between production and commerce and that congress has no control over a corporation that is not engaged in interstate commerce. Even though the company ships some of its coal to other states, this does not subject it to the powers of congress.

These two decisions are of vast importance to big business, as they affect general industry. The decisions mean that the public may be informed on what it costs a worker to live, but the cost of producing a ton of coal, of steel, or cement, must be guarded as a trade secret.

SUPPOSE THEY LABORED

San Francisco, Jan. 13.—"The railroad labor board, whose members draw a salary of $10,000 per annum from the United States government, declares that a living wage is 'a bit of mellifluous phraseology well calculated to deceive the unthinking,'" says the Seamen's Journal.

"We wonder what would happen if these illustrious gentlemen, with their silver-toned and euphoneous language, were personally subjected to a wage of 23 cents an hour, and from such meager pay had to raise a family? Everybody is entitled to one guess.

"But assuming that they themselves could be made to work for a starvation wage, it's a cinch that they would not long remain among those classified as 'unthinking,' nor would they be 'deceived' as to the rottenness of the wage decisions which they have tried to force upon American workers, with the enthusiastic support of Mr. Daugherty and a flock of injunction judges."

HIDE PROFITS; TRICKS LAW

Washington, Jan. 13.—The intricacies of big business, and the methods it employs to hide profits and evade the law were revealed to a senate committee by A. E. Hinch, comptroller of the Standard oil company of New York.

The witness said his company turned over its ocean vessels to the Standard oil company of Hong Kong. The Oriental company then leased the boats to the Standard oil company of Delaware, and the latter company operates the boats for the original owner at a set rate.

The witness acknowledged that his company owns Standard oil of Hong Kong, and that the latter company has a surplus of $24,000,000. The witness also stated that his company—Standard oil of New York—made net earnings of $11,104,165.80 the first six months of 1922.

"BARGAINS IN LABOR."

Washington, Jan. 13.—In announcing its list of available office employes in a confidential bulletin to local business men, an employment agency in this city says:

"We have many other excellent bargains in all types of office help."

This agency also assumes to "educate" business men on the questions of the day. In discussing the stock dividend it says the stock holder is not enriched, but—

"Many of the companies that have declared large stock dividends are continuing to pay the old rate on the increased amount of stock and to that extent the stockholders will be benefited in actual cash income in the future."

OIL STOCKS INCREASE.

New York, Jan. 13.—Complete returns from every Standard oil affiliate shows that the recent wave of stock dividends has resulted in an increased capitalization of more than $1,000,000,000. The former total capitalization was $657,283,805, and the new capitalization is $1,747,363,885.

In addition to this increased capitalization the companies paid out $129,029,865 in cash dividends.

HUGE OIL PROFITS.

Washington, Jan. 13.—The Magnolia petroleum company, since its organization in 1911, has made dividend payments either in cash or stock amounting to $89,564,800, a senate committee was told by W. C. Proctor, the company's treasurer. The company is a Standard oil unit.

Seamen Memorialize Senate Against Subsidy

New York, Jan. 13.—In a memorial to the members of the United States senate, the convention of the International Seamen's Union of America protests against the enactment of the pending ship subsidy bill and presents a program that will build up an American merchant marine. The memorial is an explanation of the attitude of ship owners and their friends, and is an answer to the subsidy advocates. It shows the legislative subservience to the demands of shipping interests and the penalty the United States has paid and is paying for this subservience.

"The United States has all the elements of real sea power," says the memorial. "It has all the elements and conditions that should make real sea power not only possible but natural. We have the sea coasts, the harbors, the natural resources and the wealth in the country back of those harbors, and the great bulk of our population belongs to that race which, through nearly the entire historical period, has furnished the world's seamen.

"If it be true that sea power is the seamen—and that fact is not questioned by historians, nor has it been questioned by statesmen of the past—then it must be admitted that we have but the shadow of sea power.

"It is notorious that prior to the war we had such a small percentage of Americans at sea that they were negligible. Even among the officers the number of native born Americans was in the minority, though our laws made citizenship of our officers compulsory.

"Why did the American youth refuse to enter this trade? Why did the American man leave it? Somebody was at fault. Who was it? The answer is: The American ship owner. In total disregard of modern human experience, he insists that the basis of good service is 'force and fear.'

"The policy of 'force and fear,' originated and followed by the ship owner, has driven the American from the sea. It has destroyed our sea power and is now preventing the growth of a personnel, which is the very soul of power on the seas.

"The American was leaving the sea and his place was taken, first, by the North European, then by the negro, then by the South European, then by the Chinese, the Japanese, and the Malays, or the Croman and the Hawaiian Islanders.

"When the white seamen, in desperation, tried to organize and sought to get the benefit of such laws as congress had passed for seamen's protection, they were persecuted in every way."

It is shown that while the ship owners changed their policy during the world war, they quickly reverted to old methods when the war ended. The ship owners immediately began their policy of "force and fear" to get rid of the men who faced the submarine; who had some skill, and therefore some self-respect.

The kind of men the ship owners are getting now, says the memorial, are those who sail in order to smuggle anything from lewd prohibited pictures to narcotics and prohibited immigrants, Chinese and others.

"Sea power is not for sale by ship owners at any given price. In a sense it is a flower, but it can not be grown in a hot house. It grows in freedom and in soil made up of courage, skill and honor, watered by sacrifice and death.

"We beg that you defeat the subsidy bill and that in lieu thereof you repeal the ship builders' monopoly; that you take the departmental supervision over seamen from the shipping board and the department of commerce and give it, under proper regulations, to the department of labor, and that you so amend the laws passed to promote safety and human decency at sea that they will be enforced.

"It is by such legislation that a merchant marine and sea power can be built for America."

WHITEWASH IS USED ON ATTORNEY GENERAL

Washington, Jan. 13.—By a vote of 12 to 2 the house judiciary committee voted that Attorney General Daugherty is guilty of no act that calls for his impeachment. Congressmen Thomas of Kentucky and Sumners of Texas voted against the resolution proposing dismissal of the impeachment charges. The majority of the committee also voted to call the attention of the house to Congressman Keller's ignoring of a subpoena by the committee.

The reason why Congressman Keller withdrew from the committee can be imagined from this reference to the proceedings by President Gompers in the American Federationist, current issue:

"Witnesses were browbeaten, antagonized, and wherever possible humiliated. If there remained anything which could be more indicative of a lack of judicial pose it was the announcement of Chairman Volstead, after witnesses had been heard on only one out of 14 counts, to the effect that judging by what had been presented there was nothing to the charges.

"It may be significant that four members of the committee, including Chairman Volstead, are lame ducks who failed of re-election in November. It is not necessary to imagine that any of these lame ducks hope for future judiciary appointments in order to understand their attitude in these hearings.

"No less regrettable and deplorable than the conduct of the hearings was the reporting of the event in the daily papers. The greater part of the press in this instance has been guilty of flagrant betrayal of a public trust.

"It is such work as that done in connection with these hearings that destroys faith in the newspapers and works irreparable injury not only to the newspapers themselves but to the whole cause of truth.

"The president of the A. F. of L. and others presented evidence of which they had knowledge in relation to the protest against the appointment of William J. Burns by Mr. Daugherty as chief of the secret service force of the department of justice. It was at the conclusion of the hearing on this count that Congressman Keller withdrew after having up to that point exhibited much patience and forbearance."

COSSACK CHIEF QUITS.

Denver, Col., Jan. 13.—General Hamrock, adjutant head of the state rangers, resigned his office just before William E. Sweet was installed as governor. The new state executive was pledged to clip the wings of the cossacks if elected.

Hamrock was in control of the state militia when a crowd of thugs in the uniform of the state shot up the miners' camp at Ludlow, April 20, 1914. Thirty-three men, women and children were killed or burned to death. The miners were striking against the Colorado fuel and iron company, a Rockefeller unit.

RAIL STRIKE IS COSTLY.

New York, Jan. 13.—The Chicago, Rock Island & Pacific railroad reports that it has set aside $250,000 for maintenance of equipment on account of the shop men's strike.

But for the strike the company would have a net income of $612,750 during November, as compared with $47,963 for November, 1921.

HUGE MEAT PROFITS.

New York, Jan. 13.—The report of Swift & Co., meat packers, for the year ended November 4, 1922, shows clear profits of $13,049,217, against a deficit of $7,812,291 in the previous year. During 1922 the sales were less and the profits greater than in 1921. In 1922 the sales were $650,000,000, as compared with $800,000,000 the previous year.

ALIENS FOR PROFIT, IS EMPLOYERS' IDEAL

New York, Jan. 13.—The employers' attempt to secure cheap labor that need not be naturalized is a departure from the theory that every immigrant admitted should be considered as a prospective citizens, says the New York World.

"This principle the national association of manufacturers proposes to destroy by an amendment which would pass workers fit for 'rough labor' but not for naturalization. It would admit a laboring class to factories and mines which would not admit to citizenship.

"The object is frankly to increase the supply of common labor in order to keep down the wages of common labor. It is a plea for the treatment of labor as a commodity used in manufacturing. It is an argument that labor is one of the raw materials of industry and should be put on a free-trade basis. It proposes, therefore, to create in these United States a class of proletarian robots who are to be registered, distributed, educated, and otherwise supervised by the government.

"The proposers of the scheme have wandered very far from the ideas on which this republic was founded. Congress has not, we trust, wandered quite so far into the jungle of class government as to adopt any such principle as this.

"For no matter whether the present quota law is wise or unwise, one thing is certain: The test of any immigration policy is the citizens it produces and not the convenience or the profits of the employers of unskilled labor."

ENFORCING BLACK LIST.

New York, Jan. 13.—The American steamship owners' association is attempting to enforce its discharge books on crews of its vessels. These books contain the photo, measurements and description of each employe, and are along the lines of the Bertillion system used by the police to identify criminals. Under this system the worker is graded and a check is maintained on every day he is idle or is employed.

The vessel owners claim this method is in vogue in Great Britain. The seamen show that the British system does not provide for photos or the complete measurements. In that country the government and the ship owners recognize the union and treat with it, while in the United States the union is opposed.

INDICT EIGHT FOR ARSON.

New York, Jan. 13.—The grand jury has indicted officials of the wet wash laundrymen's protective association, charging arson in the first degree in connection with incendiary fires and sabotage in establishments owned by laundrymen who refused to uphold the trust's prices.

OPPOSE ALLEN LAW.

Lawrence, Kan., Jan. 13.—The Douglas county taxpayers league has declared against the Allen "can't-strike" law. It was stated that the law is costing Kansas $600 a day. The new governor is committed to the repeal of the law, but he has a legislature that opposes him politically, and this may affect his campaign pledge.

JUGGLERY BY COURTS STOPS COMPENSATION

Philadelphia, Jan. 13.—Because of the jugglery by a court the widow and three children of James J. Houlehan, former Pullman conductor, will not receive compensation for his death, which was caused by being crushed between two street cars while on his way to work.

The state workmen's compensation board ruled that he met death in the course of his employment, and the widow was entitled to compensation. The Pullman company appealed to the courts, which reversed the ruling upon the following circumstances:

Houlehan had gone to a room at North Fifteenth street to put on his uniform, intending to proceed from there to Broad street station. The dressing room had been provided by the company as a convenience, especially for out-of-town conductors. The company contended that the use of the room was voluntary on the part of Houlehan and the company did not require him to go there to change his clothes. If Houlehan put on his uniform at his home the company could not raise that point.

TO OUTLAW OILED MILK.

Washington, Jan. 13.—A bill now pending in the senate would prohibit the manufacture and sale of evaporated or condensed skim milk to which a cheap vegetable oil has been added to take the place of butter fat which has been extracted.

It is shown that manufacturers of this oiled milk make two enormous profits. Their first profit is when they extract the butter from the whole milk and sell it and the second is when they doctor this skim milk with cheap oil and place it on the market under pleasant-sounding trade names. The stuff has absolutely no value, and is downright harmful because it is given to babies as a food. Manufacturers of condensed milk declare it is ruining that industry.

WHERE SOME PROFITS GO.

Washington, Jan. 13.—Howard E. Cole, third vice president of the Standard oil company of New York, told a senate committee his salary for 1922 was $47,500, for 1921 was $42,000, and for 1919 was $35,000. Howard A. Wilkerson, a director of the company, said his salary was $32,000 in 1922, $27,500 the year previous and $18,000 two years ago.

A. E. Hinch, controller of the corporation, said that the profits of the company approximated $252,817,550 since 1911, when the United States supreme court "smashed" the Standard oil trust.

CAN MONOPOLIZE AGENTS.

Washington, Jan. 13.—The United States supreme court has ruled that the Curtis publishing company of Philadelphia has the right to stop its wholesalers selling or distributing magazines or newspapers of other publications. The federal trade commission ruled that the company's policy was against the law.

In setting aside the commission's decision, the court said the company's contract was one of agency and not of sale and therefore was not prohibited by the Clayton act. Chief Justice Taft and Associate Justice Brandeis dissented.

MEXICO WARNS LABOR.

New York, Jan. 13.—The Mexican consulate general warns persons contemplating going to Mexico for employment not to forward money to private agencies. These concerns are advertising in the daily press for workers to go to Mexico, where enormous salaries are alleged to be paid.

The consulate general says the department of labor in Mexico City maintains a bureau of information for workers wishing to obtain employment in Mexico, and its services are without cost.

STEEL TRUST IS LUCKY; "ANGEL" DEFENDS IT

New York, Jan. 13.—Like a snarling grizzly with a sore toe the steel trust has been squirming ever since the interchurch world movement published its probe of the steel strike. The trust is hard boiled, but it is not too tough to ignore criticism.

Marshall Olds, an advertising agent, comes to the rescue of the trust. He has written a 500-page book to show that the church men's report is wholly unreliable. Mr. Olds claims the steel trust was wronged by radicals who led the well-meaning church men astray. Even "liberals" were in the plot, according to Mr. Olds.

The tale read like a story from fairy land. First, the wicked strikers; then the justice-loving clergymen who were deceived by radicals and "liberals" and then Mr. Olds, spurring across the plains, like the knight of old, to rescue the distressed steel trust.

Mr. Olds has devoted two years to prove the trust's innocence. He has received no money from the trust—not one single kopek. His only desire is to seek the truth and announce the same to a victimized world.

Dr. Jeremiah W. Jenks of New York university blesses the book, and in a foreword he lectures the clergymen for venturing into the industrial field. According to Dr. Jenks it takes special training to investigate a 12-hour day, a seven-day week, outrages by cossacks and denials of free speech by steel-owned public officials.

Neither Mr. Olds nor Dr. Jenks discuss the cause of the strike, but they show much alarm because some church men printed some affidavits that they now declare are false. No mention is made of Judge Gary's refusal to meet representatives of his employes. The steel executive said he favors the anti-union shop. When the strike started the trust's publicity agents realized Judge Gary's reply was a poor defense for the trust. Then, and not till then, was it discovered that the strikers were attempting to overthrow the government.

The Olds book and Dr. Jenks' foreword will make a fine alibi for the trust.

Railroads Are Fighting Federal Aid For Good Roads

Washington, Jan. 13.—Some of the railroads of this country are active in their opposition to federal aid for good roads, declared Congressman Robsion of Kentucky on the floor of the house of representatives.

"There are now millions of motor vehicles carrying passengers and freight, and this has provoked the jealousy of many railroads," he said. "Some of the railroads are putting out literature denouncing the use of these motor vehicles. I find the following in a booklet put out by one of the railroads:

> "The railroads and their patrons have a great deal at stake in the growing use of motor vehicles for commercial purposes and the extension of hard-road systems to cover the whole country. Indeed, it is an important problem and one which deserves urgent attention.
>
> "The legitimate function of the highway is, first, the accommodation of private owners of vehicles for their individual pleasure or business. They are not designed or intended as permanent road beds for transportation business, and should not be depended upon to fulfill that function."

Congressman Robsion stated there was a "concerted movement" both in congress and out, to hamper the federal aid program, and that some railroads were a part of the movement.

REMEDIAL LAWS URGED.

Albany, N. Y., Jan. 13.—A long list of remedial laws were urged by Governor Smith, in his inaugural message. A demand was made that no labor injunction be issued until a hearing be held and the facts established. "I firmly believe that the state should declare by law that the labor of a human being is not a commodity or article of commerce," said Governor Smith. Other recommendations were:

The workmen's compensation law be operated for the benefit of the workers, and legislation along this line be passed; eight-hour law for working women and children; abolition of motion picture censorship; repeal of the Lusk laws compelling loyalty tests for teachers; minimum wage law for working women and minors; restore direct primaries for all state offices; urges legislation permitting public ownership of all public utilities by cities; water power developed for public, not private gain; reforms in state prison management; extension of emergency housing laws and improved schools, especially in rural section; aid for farmers through reorganization of state department of farms and markets.

SALARIES KEPT SECRET.

Washington, Jan. 13.—Officers of the Standard oil company of New York protested to the senate oil investigating committee when they were requested to state the salary they receive.

Making this information public, the committee was informed, might demoralize the company's personnel. It developed that in 1921 the company paid $495,440 in salaries to 14 individuals, including the president and directors. The average wage of 20,000 employes was $1,500.

MINES ARE DEADLY.

Washington, Jan. 13.—The bureau of mines says that its reports from state mine inspectors indicate that approximately 1,950 fatal accidents occurred at coal mines in this country last year. These are tentative figures, and while they are 23 fatalities less than in 1921, the 1922 fatality rate will not be lowered. The bureau states that in relation to the quantity of coal produced the accident rate will be higher than that for 1921.

NO LABOR SHORTAGE HERE

New York, Jan. 13.—Authorities employed 12,000 men to remove the snow piles in this city. The employment of this number of men who are capable of handling shovels would indicate that the alleged labor shortage does not exist in this vicinity.

MINE AGENTS PROSPER.

New York, Jan. 13.—William C. Atwater & Co., mine agents and exporters of coal, announce a 1,300 per cent stock dividend. The capital stock will be increased from $100,000 to $1,400,6000.

INTERNATIONAL LAW IS OFTEN MERE USAGE

Washington, Jan. 13.—International law, as commonly understood, is merely usage and custom between nations, and in a profound sense does not in any manner constitute law.

The above is the thought around which Jackson H. Ralston of this city discusses "Democracy's International Law" in a 165-page book written by him.

The author is chief counsel for the American Federation of Labor. He was American agent of the Pious fund case at The Hague, was unpire of the Italian-Venezuelan mixed claims commission, was editor of Venezuelan arbitrations of 1903 and is author of international arbitral law and procedure.

The author holds that there is a law between nations capable of natural and righteous development. This is the true international law, he declares. It moves with the silence and certainty of the law of gravitation and without being written down or proclaimed, its violations bring punishment to all offending nations.

"The failure to read the secret of its existence and to study the lessons it would teach and profit by them, accounts for the prostrate world," says Mr. Ralston.

The author has no illusions on the reasons for wars. This he shows in a chapter devoted to national interests, spheres of influence and other terms and artificial ideals which cause men to "so readily impoverish their future or surrender their lives to enrich others."

The book is a continuous plea for popular interest in the attitude of nations toward each other, and to distinguish between customs and agreements, called international law, and international law in its profound sense.

"To all this, democratic government is no answer," says the author, who believes that the people may do wrong "because of the docility with which they accept the teachings of those who are influenced—consciously or otherwise—in these matters by purely selfish motives. The people believe they are acting themselves, when in fact they are being played upon.

"The answer must come in a more thorough mastery of the meaning and practice of honesty internationally, which will ever penetrate behind conduct to motive."

The book is written in understandable terms, and gives an admirable insight into the philosophy of fundamental law. It is of value to those liable to be dazzled by the jargon of so-called authorities on international law. With refreshing irreverence the author shows that this kind of international law is simply a discussion as to whether it is proper to tear a man to pieces with shrapnel or to suffocate him with gas.

REGULATING TRUSTS.

New York, Jan. 13.—The federal district court has endorsed a new scheme to regulate trusts. In the case of the gypsum trust, which raised prices 400 per cent, it approves a "code of principles" with a long list of "can'ts" and "don'ts" that will be a guide for numberless trade associations throughout the country "as to what the Sherman law clearly prohibits." Authorship of the code is treated as a secret by the department of justice, but it is known that it was not prepared by the court, by the federal trade commission or a law-making body.

The court's award is opposed by those who believe trusts can be smashed and that the Sherman anti-trust law can be enforced. They point out that four "little fellows" have been jailed by the department of justice in the building material probe, now on in this city, but when it comes to the "big fellows," the court gives them an avenue of escape.

Against this theory are those who look upon the development of these business organizations as beyond the control of lawmakers, even though they pass anti-trust laws, or have courts approve a "code of principles," which, they say, amounts to winking at violations of the law.

UNIFYING WORKERS.

Washington, Jan. 13.—The A. F. of L. executive council calls on the trade union movement to aid in the amalgamation of the International Brotherhood of Steam Shovel and Dredgemen with the International Union of Steam and Operating Engineers. The executive council's efforts have failed. The council reminds the trade union movement that "neither the Brotherhood of Steam Shovel and Dredgemen, as such, nor any of its local unions, is entitled to representation in any state federation of labor or central labor union."

The council states that during the recent miners' strike the brotherhood "manifested and maintained such an unfriendly attitude toward the striking miners as impelled the officers of the United Mine Workers to protest to the executive council."

WAITING TO MURDER.

Marion, Ill., Jan. 13.—At the trial of the five men in connection with the Herrin mob the defense read a letter from Sherman Holmes, one of the mine guards, who said: "We get $12 a day and are under contract for 90 days. We sit here on an eight-hour shift watching for some one to stick his head over the mountain or out of the woods so as to give us a little practice in shooting."

The guard further said they had 10 guns that each shoot 600 shots a minute. There are 100 guards, he said, with rifles that shoot three miles.

TRUST HEAD IS JAILED.

New York, Jan. 13.—The president of the wet-wash laundrymen's protective association has been arrested on the charge of arson. It is claimed he is responsible for incendiary fires started on the premises of independent laundry owners who refused to join the trust. Several thugs and convicts have been arrested and the authorities declare they will reach out for the "higher ups."

PRICES INCREASE.

New York, Jan. 13.—A well-known commercial agency in this city reports that wholesale commodity prices increased 15 per cent during the past year.

RAIL INJUNCTION STANDS.

Chicago, Jan. 13.—Federal Judge Wilkerson has refused the shopmen's [illegible] that his injunction against them [illegible] aside.

The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, occurring in the industrial, legislative and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

Entered as second-class matter September 20, 1912, at the Post-Office at Washington, D. C., under the Act of August 24, 1912.
Acceptance for mailing at special rate of postage provided for in Sec. 1103, Act of October 3, 1917, authorized July 11, 1918.

AGITATE!
EDUC
O

VOL. 12, NO. 43. WASHINGTON, D. C., SATURDAY, JANUARY 13, 1923. WHOLE NO. 614.

"SELECTIVE IMMIGRATION" IS NOT PRACTICAL

Cheap labor advocates want immigrants selected at the point of their embarkation, and have the United States set up examining boards to sift out the type of labor best suited for monopolized industry. This alluring scheme is referred to as a "constructive program."

Before immigrants could be examined at their point of embarkation the commercial treaties with these nations would have to be revised.

These treaties minutely enumerate the duties of United States consuls. Before the United States could authorize its consuls to examine these immigrants or set up other examining boards the permission of the nations affected would have to be secured. This means a revision of treaties, for the United States or no other nation would permit another country to set up a board with such sweeping powers without its consent.

A treaty is not revised just for the accommodation of one of the parties. Nations talk altruistic, but this is diplomacy. They act differently.

Hard bargains are demanded in treaty making or treaty revision, and it can not be conceived that any foreign nation would agree, out of the goodness of its heart, to change a treaty so this country could secure its physically fit common labor and keep out the less physically fit.

These foreign countries would demand an equivalent for their concession, possibly a voice or some authority on immigration to the United States. To grant this request would mean that the United States would surrender its sovereignty on immigration. To state this possibility brings the whole question of "selective immigration" crashing to the ground.

It was recently declared by the chairman of the house committee on immigration that "lecturers and representatives of chambers of commerce and manufacturers' associations cease talking about 'selective immigration' until they understand this question."

Cheap labor advocates formerly posed as humanitarians. They wanted to "extend the blessings of American democracy to the world's oppressed." This attitude appealed to idealists and sentimentalists, who were always trapped by reaction's patriotic phrases.

These employers have abandoned this policy. Now they frankly demand strong backs and illiterates. They make a sharp distinction between requirements for admission and for naturalization.

This is a summary of the position these employers now hold: "Abolish the literacy test. We don't need workers who can read. Only ignorant workers are contented, and that's the kind we want. It is none of our concern if the government would Americanize these immigrants. What we want is cheap, ambitionless labor; not American citizens."

This campaign is being directed by the national association of manufacturers, which declares that the government should "register, distribute, educate, and otherwise supervise the alien during the period of his alienage."

This period of alienage will be forever, as far as the employers are concerned, as it suits their purpose to have the alien registered and distributed by the government.

These employers are not backward in their demands. They want the government to maintain a steady stream of strong backs and illiterates flowing into this country that the wages of common labor and semi-skilled will be set by the freshly arrived immigrant from southeastern Europe.

The workers of northern Europe are not wanted. They can read and think. They refuse to be fodder for the industrial machine. They are not coming to the United States, as is shown by the unfilled quotas under the 3 per cent law. They are aware of the merciless exploitation of these employers, their union-smashing policy, their spies, their gunmen, their subsidized press to arouse popular fury against workers on strike, their injunction judges and government aid to break strikes.

The northern European worker knows these things, and is not coming to the United States. That is why a drive is being made for illiterates in the Balkan section of Europe who are willing to exchange masters in their life of serfdom.

SUBSIDY WOULD AID LUXURY AND WEALTH

Washington, Jan. 13.—In an attack on the ship subsidy Senator Sheppard showed that under this bill the largest subsidies would be given to luxurious passenger vessels, "designed mainly for the accommodation of the wealthier classes, the pleasure seekers, the tourists, the globetrotters, the moneyed idlers, the feasters and revelers of America's vulgar, dollar-worshipping aristocracy."

"It was recently announced," continued the speaker, "that eastern capitalists were preparing to construct, with the enormous financial aid they would receive under this bill in the event it became law, two passenger liners eclipsing in size and speed anything the world has yet beheld; liners 1,000 feet long and of 70,000 gross tons each; liners that would make the Majestic and the Leviathan look like canal boats. It has been estimated that these ships would get about $4,000,000 a year basic subsidy under this bill, or twice that amount if the board should so allow, the board having the power to double the basic grants.

"An expert of the shipping board testified at the hearings that the Leviathan would get $900,000 a year in basic subsidy from the treasury under this bill, and the subsidy could be doubled if the board should so desire. On the other hand, ordinary cargo vessels, such as make up the bulk of the present shipping board fleet and such as carry most of the world's commerce, including farm products, would receive only a few thousand dollars each per annum."

JUSTICE (?) IS CHEERED.

Los Angeles, Cal., Jan. 13.—On the conviction of eight railroad employes, who refused to handle trains with defective equipment out of Needles, Cal., the Los Angeles Citizen, local labor paper, made this comment:

"It is hardly necessary to state that no railroad manager has been placed on trial for forcing the trainmen to operate unsafe rolling stock. But the engineers, firemen and brakemen who refused to run the trains will feel the heavy hand of the government next Tuesday. Three cheers for justice!"

Later the eight workers were fined a total of $9,800. The various press agencies repeated their slanders that these workers deserted their trains on the desert and caused hardships to men, women and children.

Every newspaper in the land knows—or should know—that the trainmen refused to take the trains out of Needles, Cal., a town of more than 4,000 population, and equipped with every modern convenience of towns of that size.

In no case was reference made to defective equipment, or was the Santa Fe railroad taken to task for using equipment that endangers the lives of passengers and employes.

SUBSIDY EXPOSED AGAIN.

Washington, Jan. 13.—How can men talk of the high cost of building American vessels, when they will get vessels from the shipping board at 15 cents on the dollar? asks Congressman Robsion of Kentucky.

"No one contends," he said, "that the persons who buy our ships will pay more than 15 cents on the dollar of the cost; and, of course, this knocks out the question of high cost, and it has been shown that a British ship of equal size with an American ship pays practically the same wages as an American ship, and whatever sum we vote for a ship subsidy will benefit the American shipper but little, if anything. Railroad rates are so high that they have crippled many industries of this country."

STANDARDIZE INDUSTRY.

New York, Jan. 13.—A record for industrial standardization was made in 1922, according to Albert W. Whitney, in a review of the 1922 report of the American engineering standards committee.

The committee is a federation composed of national technical societies, six departments of the federal government and the principal trade associations. The efforts to develop national safety codes, which have been under way for a number of years, began for the first time to bear fruit.

MORE MATERNITY DEATHS

Washington, Jan. 13.—Maternity deaths were more numerous per unit of population in the United States birth registration area in 1920 than in any foreign country for which figures were available, according to the annual report of Miss Grace Abbott, chief of the United States children's bureau. Mortality among infants has decreased, she said, but five other countries reported lower rates.

ROADS DROP DEMANDS.

New York, Jan. 13.—It is stated that many railroads have withdrawn their demand for wage decreases before the railroad labor board. This movement affects the transportation employes.

PRODUCTION COSTS IS "TRADE SECRET"

Washington, Jan. 13.—The District of Columbia court of appeals has upheld the district supreme court's refusal to sustain the federal trade commission's demand that a score of independent steel companies give reports monthly on their production costs and other information.

The federal trade commission endeavored to acquaint the public with costs of manufacturing the various commodities. The plan seemed reasonable, as the living costs of workers have been probed down to the last fraction of a cent.

The decision means that unless the commission can induce the United States supreme court to reverse the court of appeals, production costs will remain a secret.

The coal barons recently defeated the commission's attempt to secure production costs. In the Maynard case the court held that there is a difference between production and commerce and that congress has no control over a corporation that is not engaged in interstate commerce. Even though the company ships some of its coal to other states, this does not subject it to the powers of congress.

These two decisions are of vast importance to big business, as they affect general industry. The decisions mean that the public may be informed on what it costs a worker to live, but the cost of producing a ton of coal, of steel, or cement, must be guarded as a trade secret.

SUPPOSE THEY LABORED

San Francisco, Jan. 13.—"The railroad labor board, whose members draw a salary of $10,000 per annum from the United States government, declares that a living wage is 'a bit of mellifluous phraseology well calculated to deceive the unthinking,'" says the Seamen's Journal.

"We wonder what would happen if these illustrious gentlemen, with their silver-toned and euphoneous language, were personally subjected to a wage of 23 cents an hour, and from such meager pay had to raise a family? Everybody is entitled to one guess.

"But assuming that they themselves could be made to work for a starvation wage, it's a cinch that they would not long remain among those classified as 'unthinking,' nor would they be 'deceived' as to the rottenness of the wage decisions which they have tried to force upon American workers, with the enthusiastic support of Mr. Daugherty and a flock of injunction judges."

HIDE PROFITS; TRICKS LAW

Washington, Jan. 13.—The intricacies of big business, and the methods it employs to hide profits and evade the law were revealed to a senate committee by A. E. Hinch, comptroller of the Standard oil company of New York.

The witness said his company turned over its ocean vessels to the Standard oil company of Hong Kong. The Oriental company then leased the boats to the Standard oil company of Delaware, and the latter company operates the boats for the original owner at a set rate.

The witness acknowledged that his company owns Standard oil of Hong Kong, and that the latter company has a surplus of $24,000,000. The witness also stated that his company—Standard oil of New York—made net earnings of $11,104,165.80 the first six months of 1922.

"BARGAINS IN LABOR."

Washington, Jan. 13.—In announcing its list of available office employes in a confidential bulletin to local business men, an employment agency in this city says:

"We have many other excellent bargains in all types of office help."

This agency also assumes to "educate" business men on the questions of the day. In discussing the stock dividend it says the stock holder is not enriched, but—

"Many of the companies that have declared large stock dividends are continuing to pay the old rate on the increased amount of stock and to that extent the stockholders will be benefited in actual cash income in the future."

OIL STOCKS INCREASE.

New York, Jan. 13.—Complete returns from every Standard oil affiliate shows that the recent wave of stock dividends has resulted in an increased capitalization of more than $1,000,000,000. The former total capitalization was $657,283,805, and the new capitalization is $1,747,363,885.

In addition to this increased capitalization the companies paid out $129,029,865 in cash dividends.

HUGE OIL PROFITS.

Washington, Jan. 13.—The Magnolia petroleum company, since its organization in 1911, has made dividend payments either in cash or stock amounting to $89,564,000, a senate committee was told by W. C. Proctor, the company's treasurer. The company is a Standard oil unit.

Seamen Memorialize Senate Against Subsidy

New York, Jan. 13.—In a memorial to the members of the United States senate, the convention of the International Seamen's Union of America protests against the enactment of the pending ship subsidy bill and presents a program that will build up an American merchant marine. The memorial is an explanation of the attitude of ship owners and their friends, and is an answer to the subsidy advocates. It shows the legislative subservience to the demands of shipping interests and the penalty the United States has paid and is paying for this subservience.

"The United States has all the elements of real sea power," says the memorial. "It has all the elements and conditions that should make real sea power not only possible but natural. We have the sea coasts, the harbors, the natural resources and the wealth in the country back of those harbors, and the great bulk of our population belongs to that race which, through nearly the entire historical period, has furnished the world's seamen.

"If it be true that sea power is the seamen—and that fact is not questioned by historians, nor has it been questioned by statesmen of the past—then it must be admitted that we have but the shadow of sea power.

"It is notorious that prior to the war we had such a small percentage of Americans at sea that they were negligible. Even among the officers the number of native born Americans was in the minority, though our laws made citizenship of our officers compulsory.

"Why did the American youth refuse to enter this trade? Why did the American man leave it? Somebody was at fault. Who was it? The answer is: The American ship owner. In total disregard of modern human experience, he insists that the basis of good service is 'force and fear.'

"The policy of 'force and fear,' originated and followed by the ship owner, has driven the American from the sea. It has destroyed our sea power and is now preventing the growth of a personnel, which is the very soul of power on the seas.

"The American was leaving the sea and his place was taken, first, by the North European, then by the negro, then by the South European, then by the Chinese, the Japanese, and the Malays, or the Croman and the Hawaiian Islanders.

"When the white seamen, in desperation, tried to organize and sought to get the benefit of such laws as congress had passed for seamen's protection, they were persecuted in every way."

It is shown that while the ship owners changed their policy during the world war, they quickly reverted to old methods when the war ended. The ship owners immediately began their policy of "force and fear" to get rid of the men who faced the submarine; who had some skill, and therefore some self-respect.

The kind of men the ship owners are getting now, says the memorial, are those who sail in order to smuggle anything from lewd prohibited pictures to narcotics and prohibited immigrants, Chinese and others.

"Sea power is not for sale by ship owners at any given price. In a sense it is a flower, but it can not be grown in a hot house. It grows in freedom and in soil made up of courage, skill and honor, watered by sacrifice and death.

"We beg that you defeat the subsidy bill and that in lieu thereof you repeal the ship builders' monopoly; that you take the departmental supervision over seamen from the shipping board and the department of commerce and give it, under proper regulations, to the department of labor, and that you so amend the laws passed to promote safety and human decency at sea that they will be enforced.

"It is by such legislation that a merchant marine and sea power can be built for America."

WHITEWASH IS USED ON ATTORNEY GENERAL

Washington, Jan. 13.—By a vote of 12 to 2 the house judiciary committee voted that Attorney General Daugherty is guilty of no act that calls for his impeachment. Congressmen Thomas of Kentucky and Sumners of Texas voted against the resolution proposing dismissal of the impeachment charges. The majority of the committee also voted to call the attention of the house to Congressman Keller's ignoring of a subpoena by the committee.

The reason why Congressman Keller withdrew from the committee can be imagined from this reference to the proceedings by President Gompers in the American Federationist, current issue:

"Witnesses were browbeaten, antagonized, and wherever possible humiliated. If there remained anything which could be more indicative of a lack of judicial pose it was the announcement of Chairman Volstead, after witnesses had been heard on only one out of 14 counts, to the effect that judging by what had been presented there was nothing to the charges.

"It may be significant that four members of the committee, including Chairman Volstead, are lame ducks who failed of re-election in November. It is not necessary to imagine that any of these lame ducks hope for future judiciary appointments in order to understand their attitude in these hearings.

"No less regrettable and deplorable than the conduct of the hearings was the reporting of the event in the daily papers. The greater part of the press in this instance has been guilty of flagrant betrayal of a public trust.

"It is such work as that done in connection with these hearings that destroys faith in the newspapers and works irreparable injury not only to the newspapers themselves but to the whole cause of truth.

"The president of the A. F. of L. and others presented evidence of which they had knowledge in relation to the protest against the appointment of William J. Burns by Mr. Daugherty as chief of the secret service force of the department of justice. It was at the conclusion of the hearing on this count that Congressman Keller withdrew after having up to that point exhibited much patience and forbearance."

COSSACK CHIEF QUITS.

Denver, Col., Jan. 13.—General Hamrock, adjutant head of the state rangers, resigned his office just before William E. Sweet was installed as governor. The new state executive was pledged to clip the wings of the cossacks if elected.

Hamrock was in control of the state militia when a crowd of thugs in the uniform of the state shot up the miners' camp at Ludlow, April 20, 1914. Thirty-three men, women and children were killed or burned to death. The miners were striking against the Colorado fuel and iron company, a Rockefeller unit.

RAIL STRIKE IS COSTLY.

New York, Jan. 13.—The Chicago, Rock Island & Pacific railroad reports that it has set aside $250,000 for maintenance of equipment on account of the shop men's strike.

But for the strike the company would have a net income of $619,750 during November, as compared with $47,963 for November, 1921.

HUGE MEAT PROFITS.

New York, Jan. 13.—The report of Swift & Co., meat packers, for the year ended November 4, 1922, shows clear profits of $13,045,217, against a deficit of $7,812,291 in the previous year. During 1922 the sales were less and the profits greater than in 1921. In 1922 the sales were $650,000,000, as compared with $800,000,000 the previous year.

ALIENS FOR PROFIT, IS EMPLOYERS' IDEAL

New York, Jan. 13.—The employers' attempt to secure cheap labor that need not be naturalized is a departure from the theory that every immigrant admitted should be considered as a prospective citizens, says the New York World.

"This principle the national association of manufacturers proposes to destroy by an amendment which would pass workers fit for 'rough labor' but not for naturalization. It would admit a laboring class to factories and mines which would not admit to citizenship.

"The object is frankly to increase the supply of common labor in order to keep down the wages of common labor. It is a plea for the treatment of labor as a commodity used in manufacturing. It is an argument that labor is one of the raw materials of industry and should be put on a free-trade basis. It proposes, therefore, to create in these United States a class of proletarian robots who are to be registered, distributed, educated, and otherwise supervised by the government.

"The proposers of the scheme have wandered very far from the ideas on which this republic was founded. Congress has not, we trust, wandered quite so far into the jungle of class government as to adopt any such principle as this.

"For no matter whether the present quota law is wise or unwise, one thing is certain: The test of any immigration policy is the citizens it produces and not the convenience or the profits of the employers of unskilled labor."

ENFORCING BLACK LIST.

New York, Jan. 13.—The American steamship owners' association is attempting to enforce its discharge books on crews of its vessels. These books contain the photo, measurements and description of each employe, and are along the lines of the Bertillion system used by the police to identify criminals. Under this system the worker is graded and a check is maintained on every day he is idle or is employed.

The vessel owners claim this method is in vogue in Great Britain. The seamen show that the British system does not provide for photos or the complete measurements. In that country the government and the ship owners recognize the union and treat with it, while in the United States the union is opposed.

INDICT EIGHT FOR ARSON.

New York, Jan. 13.—The grand jury has indicted officials of the wet wash laundrymen's protective association, charging arson in the first degree in connection with incendiary fires and sabotage in establishments owned by laundrymen who refused to uphold the trust's prices.

OPPOSE ALLEN LAW.

Lawrence, Kan., Jan. 13.—The Douglas county taxpayers league has declared against the Allen "can't-strike" law. It was stated that the law is costing Kansas $500 a day. The new governor is committed to the repeal of the law, but he has a legislature that opposes him politically, and this may affect his campaign pledge.

JUGGLERY BY COURTS STOPS COMPENSATION

Philadelphia, Jan. 13.—Because of the jugglery by a court the widow and three children of James J. Houlehan, former Pullman conductor, will not receive compensation for his death, which was caused by being crushed between two street cars while on his way to work.

The state workmen's compensation board ruled that he met death in the course of his employment, and the widow was entitled to compensation. The Pullman company appealed to the courts, which reversed the ruling upon the following circumstances:

Houlehan had gone to a room at North Fifteenth street to put on his uniform, intending to proceed from there to Broad street station. The dressing room had been provided by the company as a convenience, especially for out-of-town conductors. The company contended that the use of the room was voluntary on the part of Houlehan and the company did not require him to go there to change his clothes. If Houlehan put on his uniform at his home the company could not raise that point.

TO OUTLAW OILED MILK.

Washington, Jan. 13.—A bill now pending in the senate would prohibit the manufacture and sale of evaporated or condensed skim milk to which a cheap vegetable oil has been added to take the place of butter fat which has been extracted.

It is shown that manufacturers of this oiled milk make two enormous profits. Their first profit is when they extract the butter from the whole milk and sell it and the second is when they doctor this skim milk with cheap oil and place it on the market under pleasant-sounding trade names. The stuff has absolutely no value, and is downright harmful because it is given to babies as a food. Manufacturers of condensed milk declare it is ruining that industry.

WHERE SOME PROFITS GO.

Washington, Jan. 13.—Howard E. Cole, third vice president of the Standard oil company of New York, told a senate committee his salary for 1922 was $47,500, for 1921 was $42,600, and for 1919 was $35,000. Howard A. Wilkerson, a director of the company, said his salary was $32,000 in 1922, $27,500 the year previous and $15,000 two years ago.

A. E. Hinch, controller of the corporation, said that the profits of the company approximated $253,317,550 since 1911, when the United States supreme court "smashed" the Standard oil trust.

CAN MONOPOLIZE AGENTS.

Washington, Jan. 13.—The United States supreme court has ruled that the Curtis publishing company of Philadelphia has the right to stop its wholesalers selling or distributing magazines or newspapers of other publications. The federal trade commission ruled that the company's policy was against the law.

In setting aside the commission's decision, the court said the company's contract was one of agency and not of sale and therefore was not prohibited by the Clayton act. Chief Justice Taft and Associate Justice Brandeis dissented.

MEXICO WARNS LABOR.

New York, Jan. 13.—The Mexican consulate general warns persons contemplating going to Mexico for employment not to forward money to private agencies. These concerns are advertising in the daily press for workers to go to Mexico, where enormous salaries are alleged to be paid.

The consulate general says the department of labor in Mexico City maintains a bureau of information for workers wishing to obtain employment in Mexico, and its services are without cost.

STEEL TRUST IS LUCKY; "ANGEL" DEFENDS IT

New York, Jan. 13.—Like a snarling grizzly with a sore toe the steel trust has been squirming ever since the interchurch world movement published its probe of the steel strike. The trust is hard boiled, but it is not too tough to ignore criticism.

Marshall Olds, an advertising agent, comes to the rescue of the trust. He has written a 500-page book to show that the church men's report is wholly unreliable. Mr. Olds claims the steel trust was wronged by radicals who led the well-meaning church men astray. Even "liberals" were in the plot, according to Mr. Olds.

The tale read like a story from fairy land. First, the wicked strikers; then the justice-loving clergymen who were deceived by radicals and "liberals" and then Mr. Olds, spurring across the plains, like the knight of old, to rescue the distressed steel trust.

Mr. Olds has devoted two years to prove the trust's innocence. He has received no money from the trust—not one single kopek. His only desire is to seek the truth and announce the same to a victimized world.

Dr. Jeremiah W. Jenks of New York university blesses the book, and in a foreword he lectures the clergymen for venturing into the industrial field. According to Dr. Jenks it takes special training to investigate a 12-hour day, a seven-day week, outrages by cossacks and denials of free speech by steel-owned public officials.

Neither Mr. Olds nor Dr. Jenks discuss the cause of the strike, but they show much alarm because some church men printed some affidavits that they now declare are false. No mention is made of Judge Gary's refusal to meet representatives of his employes. The steel executive said he favors the anti-union shop. When the strike started the trust's publicity agents realized Judge Gary's reply was a poor defense for the trust. Then, and not till then, was it discovered that the strikers were attempting to overthrow the government.

The Olds book and Dr. Jenks' foreword will make a fine alibi for the trust.

Railroads Are Fighting Federal Aid For Good Roads

Washington, Jan. 13.—Some of the railroads of this country are active in their opposition to federal aid for good roads, declared Congressman Robsion of Kentucky on the floor of the house of representatives.

"There are now millions of motor vehicles carrying passengers and freight, and this has provoked the jealousy of many railroads," he said. "Some of the railroads are putting out literature denouncing the use of these motor vehicles. I find the following in a booklet put out by one of the railroads:

"The railroads and their patrons have a great deal at stake in the growing use of motor vehicles for commercial purposes and the extension of hard-road systems to cover the whole country. Indeed, it is an important problem and one which deserves urgent attention.

"The legitimate function of the highway is, first, the accommodation of private owners of vehicles for their individual pleasure or business. They are not designed or intended as permanent road beds for transportation business, and should not be depended upon to fulfill that function."

Congressman Robsion stated there was a "concerted movement" both in congress and out, to hamper the federal aid program, and that some railroads were a part of the movement.

REMEDIAL LAWS URGED.

Albany, N. Y., Jan. 13.—A long list of remedial laws were urged by Governor Smith, in his inaugural message. A demand was made that no labor injunction be issued until a hearing be held and the facts established. "I firmly believe that the state should declare by law that the labor of a human being is not a commodity or article of commerce," said Governor Smith. Other recommendations were:

The workmen's compensation law be operated for the benefit of the workers, and legislation along this line be passed; eight-hour law for working women and children; abolition of motion picture censorship; repeal of the Lusk laws compelling loyalty tests for teachers; minimum wage law for working women and minors; restore direct primaries for all state offices; urges legislation permitting public ownership of all public utilities by cities; water power developed for public, not private gain; reforms in state prison management; extension of emergency housing laws and improved schools, especially in rural section; aid for farmers through reorganization of state department of farms and markets.

SALARIES KEPT SECRET.

Washington, Jan. 13.—Officers of the Standard oil company of New York protested to the senate oil investigating committee when they were requested to state the salary they receive.

Making this information public, the committee was informed, might demoralize the company's personnel. It developed that in 1921 the company paid $495,440 in salaries to 14 individuals, including the president and directors. The average wage of 20,000 employes was $1,500.

MINES ARE DEADLY.

Washington, Jan. 13.—The bureau of mines says that its reports from state mine inspectors indicate that approximately 1,950 fatal accidents occurred at coal mines in this country last year. These are tentative figures, and while they are 23 fatalities less than in 1921, the 1922 fatality rate will not be lowered. The bureau states that in relation to the quantity of coal produced the accident rate will be higher than that for 1921.

NO LABOR SHORTAGE HERE

New York, Jan. 13.—Authorities employed 12,000 men to remove the snow piles in this city. The employment of this number of men who are capable of handling shovels would indicate that the alleged labor shortage does not exist in this vicinity.

MINE AGENTS PROSPER.

New York, Jan. 13.—William C. Atwater & Co., mine agents and exporters of coal, announce a 1,300 per cent stock dividend. The capital stock will be increased from $100,000 to $1,400,0000.

INTERNATIONAL LAW IS OFTEN MERE USAGE

Washington, Jan. 13.—International law, as commonly understood, is merely usage and custom between nations, and in a profound sense does not in any manner constitute law.

The above is the thought around which Jackson H. Ralston of this city discusses "Democracy's International Law" in a 165-page book written by him.

The author is chief counsel for the American Federation of Labor. He was American agent of the Pious fund case at The Hague, was umpire of the Italian-Venezuelan mixed claims commission, was editor of Venezuelan arbitrations of 1903 and is author of international arbitral law and procedure.

The author holds that there is a law between nations capable of natural and righteous development. This is the true international law, he declares. It moves with the silence and certainty of the law of gravitation and without being written down or proclaimed, its violations bring punishment to all offending nations.

"The failure to read the secret of its existence and to study the lessons it would teach and profit by them, accounts for the prostrate world," says Mr. Ralston.

The author has no illusions on the reasons for wars. This he shows in a chapter devoted to national interests, spheres of influence and other terms and artificial ideals which cause men to "so readily impoverish their future or surrender their lives to enrich others."

The book is a continuous plea for popular interest in the attitude of nations toward each other, and to distinguish between customs and agreements, called international law, and international law in its profound sense.

"To all this, democratic government is no answer," says the author, who believes that the people may do wrong "because of the docility with which they accept the teachings of those who are influenced—consciously or otherwise—in these matters by purely selfish motives. The people believe they are acting themselves, when in fact they are being played upon.

"The answer must come in a more thorough mastery of the meaning and practice of honesty internationally, which will ever penetrate behind conduct to motive."

The book is written in understandable terms, and gives an admirable insight into the philosophy of fundamental law. It is of value to those liable to be dazzled by the jargon of so-called authorities on international law. With refreshing irreverence the author shows that this kind of international law is simply a discussion as to whether it is proper to tear a man to pieces with shrapnel or to suffocate him with gas.

REGULATING TRUSTS.

New York, Jan. 13.—The federal district court has endorsed a new scheme to regulate trusts. In the case of the gypsum trust, which raised prices 400 per cent, it approves a "code of principles" with a long list of "can'ts" and "don'ts" that will be a guide for numberless trade associations throughout the country "as to what the Sherman law clearly prohibits." Authorship of the code is treated as a secret by the department of justice, but it is known that it was not prepared by the court, by the federal trade commission or a law-making body.

The court's award is opposed by those who believe trusts can be smashed and that the Sherman anti-trust law can be enforced. They point out that four "little fellows" have been jailed by the department of justice in the building material probe, now on in this city, but when it comes to the "big fellows," the court gives them an avenue of escape.

Against this theory are those who look upon the development of these business organizations as beyond the control of lawmakers, even though they pass anti-trust laws, or have courts approve a "code of principles," which, they say, amounts to winking at violations of the law.

UNIFYING WORKERS.

Washington, Jan. 13.—The A. F. of L. executive council calls on the trade union movement to aid in the amalgamation of the International Brotherhood of Steam Shovel and Dredgemen with the International Union of Steam and Operating Engineers. The executive council's efforts have failed. The council reminds the trade union movement that "neither the Brotherhood of Steam Shovel and Dredgemen, as such, nor any of its local unions, is entitled to representation in any state federation of labor or central labor union."

The council states that during the recent miners' strike the brotherhood "manifested and maintained such an unfriendly attitude toward the striking miners as impelled the officers of the United Mine Workers to protest to the executive council."

WAITING TO MURDER.

Marion, Ill., Jan. 13.—At the trial of the five men in connection with the Herrin mob the defense read a letter from Sherman Holmes, one of the mine guards, who said: "We get $12 a day and are under contract for 90 days. We sit here on an eight-hour shift watching for some one to stick his head over the mountain or out of the woods so as to give us a little practice in shooting."

The guard further said they had 18 guns that each shoot 600 shots a minute. There are 180 guards, he said, with rifles that shoot three miles.

TRUST HEAD IS JAILED.

New York, Jan. 13.—The president of the wet-wash laundrymen's protective association has been arrested on the charge of arson. It is claimed he is responsible for incendiary fires started on the premises of independent laundry owners who refused to join the trust. Several thugs and convicts have been arrested and the authorities declare they will reach out for the "higher ups."

PRICES INCREASE.

New York, Jan. 13.—A well-known commercial agency in this city reports that wholesale commodity prices increased 16 per cent during the past year.

RAIL INJUNCTION STANDS.

Chicago, Jan. 13.—Federal Judge Wilkerson has refused the shopmen's plea that his injunction against them be set aside.